



**MEMPHIS** 

VHF OMNI RANGE (VOR)

Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

2049 + Elevation of the top (1149) ebove mean sea level UC Height above ground

 Marine Light 

Includes airspace amendments effective 23 SEP 2010

and all other aeronautical data received by 29 JUL 2010

FAA Product ID: TMEM

NGA REF NO. VFRTAMEMPHIS

"MON-FRI" indicates Monday through Friday.

NSN 7641014099658

MISCELLANEOUS

Other than hard-surfaced purmways Seaplane Base

ADDITIONAL AIRPORT INFORMATION Privata \*(Pvt)\* - Non-public use having emergency or landmark value

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION Only the controlled and reserved alrepact affective below 18,000 ft. MSt. era shown on this chart. All times are local.

**\$** 

Class B Airspaca

--- Class O Airspeca

Calling of Class D Airspace hundreds of feet (A minus creature indicates surface up to not including that value.) ---- Class E (sfc) Airspaca

Class E Airspace axists at 1200' AGL unle otherwise designated as shown above.

Class E Airspace low etitude Federal Airways are indicated by center line, intersection - Arrows are directed towards

132° → V 69

ADIZ - Air Defense identification Zone

National Security Area Terminal Radar Service Area (TRSA) MTR - Military Training Route

► ► ► ► ► ► IFR Departure Route

► ► ► ► IFR Arrival Route

Total mileage 169
between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes

T 319 TK 313
(holicoptor only) RNAV Waypoint

Prohibited, Restricted.

 $\boxtimes$ Unverified Abandoned - paved having landmark value, 3000 ft. or greater Ultralight Flight Park Selected

ested to maintain a minimum altitude of 2,000 feet above the surface of the following: All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administere by the U.S. Fish and Wildlife Service; and Wildlerness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sonsilive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

among those requirements are:

or valley.

Federal regulations elso prohibit airdrope by parachute or other means of persons, cargo, or objects from aircraft on lands edministered by fhe three agencies without authorization from fhe respective agency. Exceptions include: 1j emergencies involving the safety of human life, or 2) threat of serious property loss.

All IR and VR MTRs ere shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator ere depicted - route widths and ellitudes are not shown. ince these routes are subject to change every 56 days, and the charts are elssued every 6 months, you are cautioned and advised to contact the nearest SS for route dimensions and current status for those routes affecting your flight. Routes with a change in the elignment of the charted route centerline will be indicated in the Aeronautical Chert Bulletin of the Airport/Facility Directory. DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

MEMPHIS CLASS B AIRSPACE OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included

- 1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- 2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil
- aircraft within the Class B Airspace unless: (a) The pilot in command holds at least a private pilot certificate or:
- (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
- 3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or
- from a primary airport shall operate at or above the designated floors while within the lateral limits of the
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.
- NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

IFR FLIGHTS - Aircraft operating within the Memphis Class B Airspace must be operated in accordance with ATC clearances and instructions.

- 1. Arriving aircraft should contact the appropriate approach control on specified frequencles and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach
- control in relation to the points indicated for sequencing and spacing purposes. 2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxling of their
- intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this Information to the ATC on the appropriate frequencies.
- 3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.